

S E C R E T

CD

FOP

MD

RB

1200

ACTION

INFO

IN 70624

OSA 1-20 fm

TO

INFO

25X1A

CITE

S E C R E T 031948Z CITE [REDACTED] 5398

25X1A

[REDACTED] INFO [REDACTED] 25X1A

IDEALIST

25X1A

FOR [REDACTED]

25X1A

SUBJECT: CONTRACT SP-1928, CONVERSION OF TWO ADDITIONAL ARTICLES

REF: [REDACTED] 0992

SUBJECT CONTRACT PRESENTLY COVERS CONVERSION OF SEVEN (7) ARTICLES PLUS FOUR (4) SETS OF CONVERSION PARTS. A REQUIREMENT NOW EXISTS FOR CONVERTING THE REMAINING TWO (2) AIRCRAFT ASSIGNED TO DAVIS-MONTHAN. REQUEST [REDACTED] BE REQUESTED TO SUBMIT A REVISED PROPOSAL TO ACCOMPLISH SAME. FOR THE PRESENT, AN ADDITIONAL OBLIGATION NOT TO EXCEED [REDACTED] IS AUTHORIZED FOR THIS WORK BASED ON PREVIOUS

25X1A

[REDACTED] BUDGET ESTIMATES OF [REDACTED] PER ARTICLE.

S E C R E T 032040Z AUG 66

S E C R E T

GROUP 1  
EXCLUDED FROM AUTOMATIC  
DOWNgrading  
AND DECLASSIFICATION

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S E C R E T

25X1A

[REDACTED] 2591 8(IN 79816)

PAGE 2

RETROFITTING ALL THE ENGINES TO PREVENT AN INTERCHANGEABILITY PROBLEM.  
REQUEST ADVICE ON THIS MATTER.

WE ARE STILL ANALYZING THE CHANGE BUT WE ESTIMATE RETROFIT PARTS  
PER ENGINE COST TO BE APPROXIMATELY [REDACTED] LEAD TIME WILL BE 25X1  
APPROXIMATELY 8 TO 12 MONTHS.

IT IS THEREFORE IMPERATIVE WE HAVE AN IMMEDIATE DECISION ON:

- (1) CONCURRENCE WITH THIS CHANGE REQUEST.
- (2) ADVICE ON INTERCHANGEABILITY.
- (3) EXTENT OF RETROFIT.

S E C R E T TOR: 212005Z SEP 66

S E C R E T

S E C R E T

CLASSIFIED MESSAGE

DATE

ROUTING

TO :

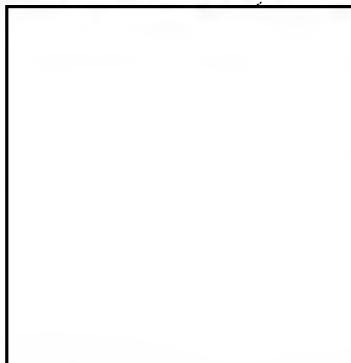
25X1A

FROM :

ACTION:

INFO :

IN 79816

SF 1928  
SF TSF

05A1-207

TO

S E C R E T 211925Z CITE

INFO

2591

CITE

25X1A

25X1A

IDEALIST

25X1A

REF:  1287

REFERENCED MESSAGE IS A REQUEST FOR REVISION TO THE J75-P13B ENGINE GEARBOX DRIVE RATIOS.

THE LEAD TIME REQUIRED TO INTRODUCE THIS CHANGE INTO THE NEW PRODUCTION J75-P13B ENGINES ON CONTRACT IS SUCH THAT ONLY A VERY FEW OF THE LAST ENGINES ON CONTRACT WILL INCORPORATE THIS CHANGE IN PRODUCTION. THIS WILL MEAN A RETROFIT PROGRAM WILL BE REQUIRED FOR THE ENGINES THAT WILL NOT GET THE CHANGE IN PRODUCTION. UPON RECEIPT OF YOUR CONCURRENCE WITH THIS CHANGE REQUEST, WE WILL INITIATE ENGINEERING CHANGE TO THE BILL OF MATERIAL FOR THE J75-P13B BUT IT WILL REQUIRE 30 TO 60 DAYS BEFORE THE EXACT POINT OF INCORPORATION CAN BE DETERMINED IN THE MEANTIME IN ORDER TO MEET THE FIRST FLIGHT DATE FOR THE "R" VERSION, AN IMMEDIATE SPARES ORDER FOR RETROFIT WILL BE REQUIRED. WE REQUIRE IMMEDIATE ADVICE ON THE QUANTITY OF ENGINES TO BE RETROFITTED.

25X1A THERE HAS BEEN DISCUSSION WITH  ON THE POSSIBILITY OF

S E C R E T

GROUP 1  
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AND REDISSOCIATIONREPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO. 3

S E C R E T

1	DM	9
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4		12
5	CMD	13
6		14
7		15
8		16

SP-1925  
DT

IN 70672 OSA 1-20 HM ✓

TO 25X1A

INFO

CITE

S E C R E T 031945Z CITE [ ] 3306 25X1A

[ ] INFO [ ]

25X1A

## IDEALIST LOGS

1. THE DIRECTOR, NRO, DIRECTS THAT ACTION BE TAKEN TO  
EFFECT THE FOLLOWING:

A. DELIVERY OF THE NEXT MODIFIED U-2 FROM [ ] TO  
THE AGENCY.

25X1A

B. ENTRY INTO THE MOD LINE AT [ ] OF ONE AFSC U-2.

25X1A

THIS IS TO BE THE NEXT AIRCRAFT TO ENTER THE MOD LINE.

COORDINATE SELECTION OF AIRCRAFT WITH AFSC AND RESCHEDULE  
OTHER AIRCRAFT ACCORDINGLY.

25X1A 2. REQUEST [ ] ACCOMPLISH THE ABOVE AND ADVISE.

S E C R E T TOR: 032149Z AUG 66

S E C R E T

GROUP 1  
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DEPROGRAMMING  
AND DECLASSIFICATION

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S430 DATE PREVIOUS EDITIONS

## CLASSIFIED MESSAGE

SECRET

OSA

20

MFG. 145

## ROUTING

1	MD	9
2		10
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6		14
7	CD	15
8		16

DATE

TO :

FROM :

ACTION:

INFO :

IN 67027

SP-1928  
T 40

TO:

SECRET 152125Z

INFO  
CITE

CITE

3079 25X1A

25X1A

IDEALIST LOGS MAINT

IN THE PROCESS OF INCORPORATING WING MODIFICATIONS TO ACCOMPLISH CONVERSION OF ARTICLE 373 TO A J75 CONFIGURATION, MILD CORROSION WAS DISCOVERED BETWEEN FAYING SURFACES OF THE WING SKIN PANELS AND THEIR SPLICE DOUBLERS. WE ARE CURRENTLY EXPLORING THE USE OF X-RAY EQUIPMENT FOR EXAMINING OTHER WING FAYING SURFACES FOR SIMILAR EFFECTS. CORROSION FOUND AS A RESULT OF THIS EXAMINATION WILL BE PROPERLY CLEANED AND TREATED BEFORE DELIVERY.

IN THE COURSE OF CONVERSION, THE FUSELAGE FAYING SURFACES IN MANY AREAS ARE NORMALLY EXPOSED FOR REWORK, PARTICULARLY IN THE SUMP TANK AREA AND THE AFT FUSELAGE. NO SIMILAR CORROSION EFFECTS HAVE BEEN NOTED IN THESE AREAS ON ARTICLE 373 OR PAST CONVERSIONS.

VERY LITTLE CORROSION HAS BEEN ENCOUNTERED WITH THE U-2 OVER THE YEARS, AND, IN NO CASE, HAS THE GREEN OR OTHER SLIME EFFECT BEEN FOUND.

RECORDS OBTAINED FROM DAVIS MONTHAN SHOW THAT ARTICLE 373 WAS

SECRET

GROUP 3  
ENCLOSED FROM AUTO.  
DATA DECLASSIFICATION  
AND DECOMMISSIONING